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Approved For Release 2001/03/02 : CIA-RDP62S00545A000100040134-4

MEMORANDUM FOR: Chief, Collection Staff, OSI

SUBJECT: Paper on Soviet Intentions and Purposes at the
Administrative Radio Conference, Geneva

REFERENCE: Your Memorandum dated 1 October 1959 on this
Subject

1. The subject paper is sufficiently naive that it occurs to us that it might be better to transmit orally to the U. S. Delegation those parts of the paper which are technically appropriate. The material on the first three pages should either be rewritten by competent analysts or discarded. It does not seem to us to be satisfactory propaganda material and is analytically rather naive.

2. Should the subject draft be rewritten, this office would appreciate the use of the following paragraphs to replace the last four paragraphs under the heading - I. AERONAUTICAL:

The position of the Soviet civil air system is particularly important at the present time because of the existence of a large fleet of high performance transport aircraft which has been taking over a rapidly increasing share of domestic and international schedules. Despite its size (presently over 250 aircraft), this fleet is being steadily expanded. Foremost in operational use has been the TU-104, a fast jet transport manufactured with little regard to efficient operation. An improved version, the TU-104B, now flies the longest routes in the USSR (up to 1,300 nautical miles between stops), at speeds of as much as 460 knots. It also flies international routes to Paris, London, and other Western European capitals. The Il-18 and the An-10, both four engine turbo-prop aircraft, have gone into use in significant numbers during the past six months, generally on shorter hops. The TU-114, capable of flights of up to 5,500 nautical miles, is in an advanced state of testing and may be nearing operational use. In the current seven year plan, 90 Soviet airports are slated for modernization to first-class status, including installation of up-to-date navigation and landing aids.

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In 1958, an estimated 8,000,000 passengers used the services of AEROFLOT. By 1965, according to announced Soviet intentions, some 48,000,000 passengers are expected to be carried. This compares with 49,000,000 passengers carried on all U.S. scheduled airlines in 1958.

The present percentage of AEROFLOT traffic carried on international routes is less than 5 percent. By comparison, U.S. international airlines, in the first six months of 1959, provided 18 percent of total U.S. passenger miles and 30 percent of freight ton miles flown. Expansion of Soviet international routes has reached an impasse owing mainly to the opposition of many countries to Soviet proposals for reciprocal use of their air space for commercial airlines. Greece, Turkey, Iran and Pakistan block expansion into the Middle East and Africa. Japan, in the Far East, has been unwilling to grant AEROFLOT traffic rights into Tokyo without a reciprocal arrangement for Japanese airlines to fly to Moscow. In spite of these present restraints, the Soviets are actively working on a construction and training program which will put AEROFLOT into a position to expand long distance operations rapidly should signs of a rapprochement or a weakening of the present Western attitude appear.

3. We have made every effort to supply the CIA support personnel with useful intelligence documentation both prior to their departure and subsequently by the use of air pouch and cable. On 24 September we sent materials on Soviet civil aviation development which should have permitted avoidance of the error in the draft as it dealt with this subject. This material may have arrived too late to be incorporated in subject draft.

4. Several of the judgments in the subject draft are of such a nature that they become concerned with national intelligence matters. It might perhaps be useful to pass a copy to ONE for their consideration.

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Chief, Economic Research Area, ORR

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